Escape of Prime Accused in the Bombay blast Case

*191. CHOWDHRY HARI SINGH: Will the Minsiter of HOME AFFAIRS be pleased to state:

(a) whether it is a fact that the prime accused in the Bombay blast case escaped and fled to Srinagar; and

(b) if so, what are the efforts made by Government to apprehend him?

THE MINISTER OF HOME AFFAIRS (SHRI S.B. CHAVAN): (a) There is no information regarding any of the prime accused in the Bombay blast case having fled to Srinagar.

(b) Does not arise.

□ *192[*Transferred to 23.12.93*]

Privatisation of Railways

*193. SHRI SANGH PRIYA GAUTAM: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is a proposal under Government's consideration to privatise on convert railways into a public sector corporation;

(b) if so, what are the details thereof;

(c) whether Government have examined the American and British experiences of deregulation and privatisation of railway, if so, what are the details thereof; and

(d) if not, whether Government propose to conduct a study into the experiences of the American and British models in this behalf in the near future?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): (a) No, Sir.

(b) Does not arise

(c) No, Sir.

(d) There is no such proposal.

High berthing and docking charges in Visakhapatnam fishing harbour

*194. SHRI V. HANUMANTHA RAO: Will the Minister of FOOD PROCESSING INDUSTRIES be pleased to state:

(a) whether any scheme has been drawn up by his Ministry to reduce or subsidise the high berthing and dry-docking charges in Visakhapatnam fishing harbour;

(b) if so, what are the details thereof;

(c) whether this aspect of high operating costs of the deep-sea fishing industry has been examined by Government; and

(d) if so, the what are the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF FOOD PROCESSING INDUSTRIES (SHRI TARUN GOGOI): (a) No, Sir.

(b) Does not arise.

(c) and (d) The berth hire charges for fishing vessels in Visakhapatnam were fixed in April, 1978, when the harbour was commissioned, without taking into account the interest charges and return on capital. In spite of increase in operational expenditure of the harbour, due to wage revision of Port and Dock workers in 1980, 1984 and 1988, there was no further increase in berth hire charges. Moreover, penal charges of trawlers were withdrawn during offseason period. As regards dry docking, very nominal rate plus actual amount of slipway charges are being charged. Harbour charges depend on the capital expenditure and cost of operation and maintenance of the harbour.

Enforcement of Forest (Conservation) Act, 1980

*195. SHRI SHIV CHARAN SINGH: Will the Minister of ENVIRONMENT AND FORESTS be pleased to state:

(a) what is the total number of mines

leases accepted by the Rajasthan Government under forest area after the enforcement of Forest (Conservation) Act, 1980;

(b) whether it is a fact that all the mines leases in forest areas under operation today are in contravention of Forest (Conservation) Act, 1980;

(c) whether it is also a fact that operation in the mines under forest areas of Rajasthan is being conducted with the connivance of the forest authorities; and

(d) what is the total number of such mines which are under operation illegally in the Forest areas the details thereof?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI KAMAL NATH): (a) to (d) The information is being collected and will be laid on the Table of the House.

Conversion of Kandla—Bhatinda Railway line

*196. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of RAILWAYS be pleased to state the time by when the work of conversion of Kandla—Bhatinda narrow gauge railway-line into broad-gauge line would be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K.C. LENKA): Conversion of existing M.G. lines so as to provide a B.G. link between Kandla and Bhatinda via Jodhpur and Bikaner is planned for completion by 31-3-1996.

उत्तर प्रदेश में नयी रेल लाइनें बिछाने के बारे में सर्वेक्षण

*197. **श्रीमती सत्या बहिन:** क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) उत्तर प्रदेश में किन-किन क्षेत्रों में नयी रेल लाइनें बिछाने हेतु सर्वेक्षण किया गया है;

(ख) क्या नयी रेल लाइनें बिछाने के लिए क्षेत्रों / स्थानों का चयन करने के लिए कोई दिशा निर्देश बनाए गए हैं, यदि हां, तो इसका ब्यौरा क्या है;

(ग) क्या यह सच है कि मुख्य रेल लाइन को अलीगढ़ से एटा, मैनपुरी होकर कानपुर तक जोड़े जाने की मांग की गयी है ताकि उत्तर प्रदेश में एटा जैसे पिछड़े जिले के आर्थिक विकास में तेजी लायी जा सके; और

(घ) यदि हां, तो इस मामले में क्या कार्यवाही की गयी है?

रेल मंत्रालय में राज्य मंत्री (श्री के॰ सी॰ लेंका): (क) उत्तर प्रदेश में किए गए सर्वेक्षणों का ब्यौरा नीचे दिया गया है:—

क्रम सं॰	परियोजना का नाम	वर्ष	लम्बाई (कि॰मी॰)	लागत* (करोड़ रुपयों में)	प्रतिफल की दर
1	2	3	4	5	6
1	शाहगंज-सुल्तानपुर, अमेठी—गढ़ी मानिकपुर (ब॰ला॰)	1983	179.00	31.91	अलाभप्रद
2	मिर्जापुर-भदोही (ब॰ला॰)	1985	38.00	25.75	"
3	अमेठी-सुल्तानपुर (ब॰ला॰)	1982	37.00	9.54	"
4	धामपुर-सफ़जलगढ़-कालागढ़ तथा अफजलगढ़— कांशीपुर (ब॰ला॰)	1987	77.00	54.96	"
5	धामपुर-अफजलगढ़-कालागढ़ तथा अफज़लगढ़— अलीगंज (ब॰ला॰)	1987	80.00	56.64	"
6	माधोगंज-औहद (संदी) पुनः स्थापन	1988	27.00	11.58	0.68%